

THE ILLUSTRATED LONDON NEWS

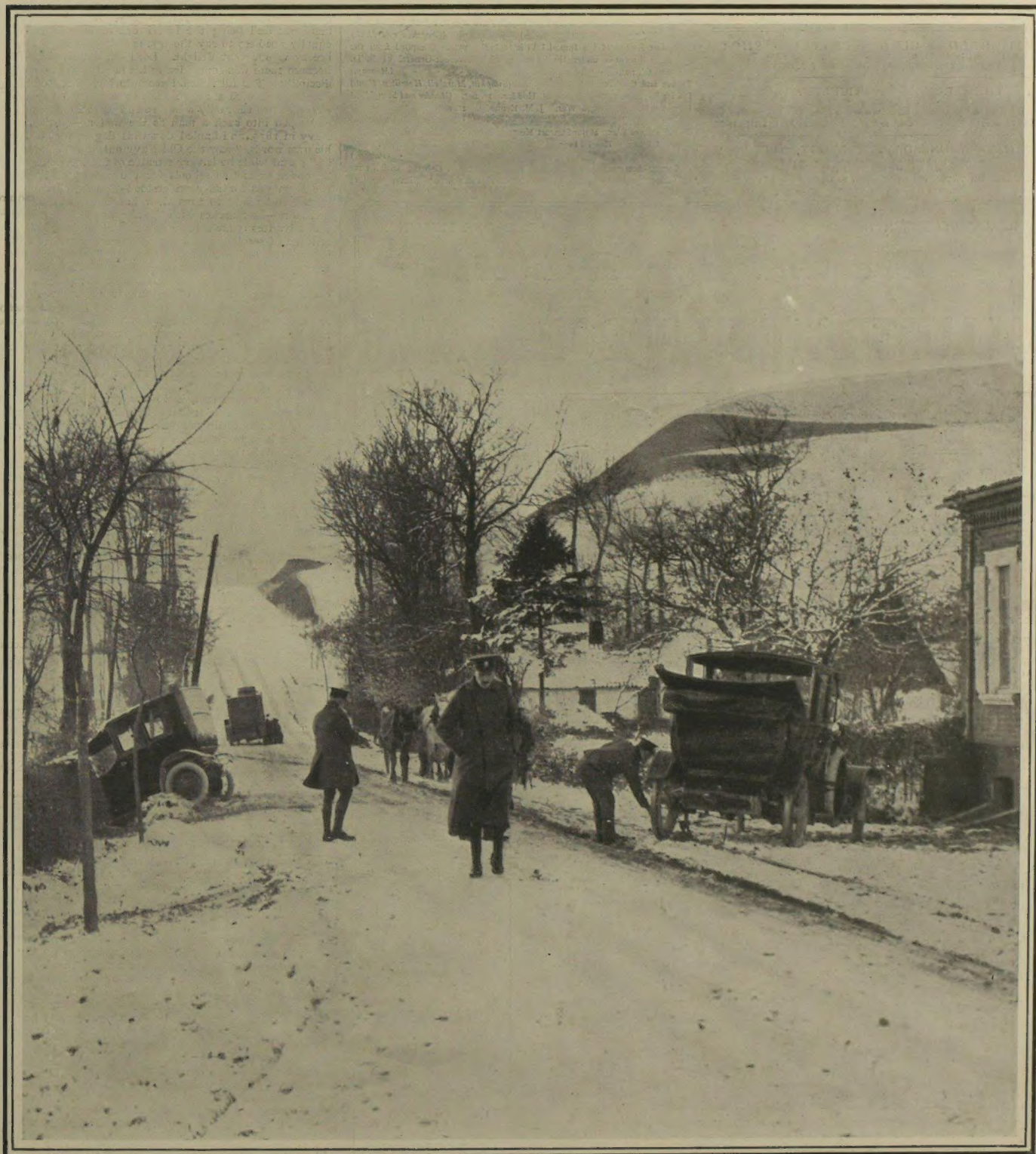
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SATURDAY, NOVEMBER 28, 1914

SIXPENCE.

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FIGHTING BOTH THE GERMANS AND WINTER: BRITISH OFFICERS' CARS HELD UP BY TYRE AND SKIDDING TROUBLES ON THE FROZEN ROADS.

The wintry weather that began recently in the war region has affected military operations in various ways. As mentioned on another page, the snow and slush made the condition of the trenches, to quote the Headquarters "Eye-Witness," "wretched beyond description." A frost, of course, hardens the ground, and makes the digging of new trenches a difficult task, while its effect on the roads causes trouble in the matter of transport. Motor-cars,

as our photograph shows, are particularly handicapped by the slippery state of the roads; and in this connection it may be pointed out that a plain rubber tyre gives the wheels a better grip on such a surface than does a studded tyre. In the photograph three cars are seen in trouble on one section of road, one having skidded into the ditch. The driver in the foreground is changing a stud-tyre for a plain rubber one.

PHOTOGRAPH BY SPORT AND GENERAL.

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"OUR NOTE-BOOK."

We very much regret to announce that, owing to the illness of Mr. G. K. Chesterton, it is not possible for us to publish "Our Note Book" this week. We hope to resume it in our next issue.

LORD CHARLES BERESFORD: HIS MEMOIRS.

THE Memoirs of Admiral Lord Charles Beresford (Two vols.; Methuen) form most excellent reading. A generous blend of sea-life, travel, adventure, war, sport, and skylarking, with an excursion into politics to make appeal to yet another reading public, this book offers entertainment and information for many readers of differing tastes. Needless to say, it overflows with incident; and being the handiwork of a Beresford, it is equally needless to say the tale is written with a zest and breezy vigour that delight. Lord Charles was sent to sea because there was some idea in his family that he required discipline. The idea would seem to have had foundation in fact; but with that we are not concerned beyond the circumstance that only a boy so full of vitality could have developed into such a man as the writer. He joined the Navy in 1859, and hauled down his flag in 1909—thus, in his own words, "saw the Old Navy out and the New Navy in"; and while he is very sensible of the merits of our old "wooden walls" as schools for the making of seamen as the term was formerly understood—handy, active, quick-witted and ready to turn their hands to anything afloat or ashore—he marches with the times and lays stress upon the advances which have been made during his half-century of service. To these improvements Lord Charles has contributed not a little himself. He entered Parliament—as "Member for the Navy"—and made the interests of the Service to which he is devoted his special care. It was nothing to him that large schemes of reform were not the business of a Junior Lord of the Admiralty; it was enough that such reforms were urgently needed; and he set himself to promote them, careless of personal interests. The modern Navy owes more to him than most people are aware.

But these were the occupations of life's afternoon, and are related with a seriousness that becomes the subject; more attractive to the great majority is the rich variety of the author's long morning as a sailor; that gay commingling of work and play which shows us what we love to regard as a typical British sailor in the making. Whether we are with the author aboard one of the old-time sailing men-of-war with its wonderful organisation and still more wonderful crew of daring seamen; in some distant colony enjoying a glimpse of native life as seen by the privileged midshipman; in old Japan with royalty, in India with our late King; in China gleaming light on the method of furthering British trade interests—we are amused and informed; and whether the author's topic is an Irish election, the hunting-field, a race-meeting, or big-game shooting, he always satisfies. With genuine talent for narrative he combines a vein of humour which crops out in places unexpected; his account of the tour he made with certain Chinese mandarins to inspect their forts and armies is a conspicuous example of this.

Perhaps the author appears at his very best in his very full account of the doings of the Naval Brigade under his command in the Soudan, when the memorable attempt was made to rescue General Gordon. This is both vigorous and brilliant; the story of the battle at Abu Klea, in particular, is the most vivid and convincing pen-picture of desert warfare ever laid before us. He gives, from a letter written at the time, his own account of the doings of the *Condor* at the siege of Alexandria—the achievement which established his place in the public eye; and we echo again the sense of the Admiral's signal to the ship whose commander made his opportunity, "Well done, *Condor*!" Queen Victoria voiced the feeling of the nation with her usual accuracy when, after the Soudan campaign, she pinned the star of the C.B. on the author's breast, saying in a low tone: "I am very glad to give you this, Lord Charles. I am very pleased with you."

It would be strange to read in the life-story of another the escapades with which splendid work for the nation is interspersed; Lord Charles supposes, and we doubt not correctly, that he is the only man who has ever ridden a pig down Park Lane; or in having driven a water-cart the length of the Row to win a bet. But his passion for such "diversions," as his fellow-countrymen would call them, are merely expressions of that overflowing vitality which makes him what he is; and they add much to the life and colour of his book. Unconsciously he draws his own portrait in these pages, and it is one of a man of whom we are proud: to courage of the highest order, moral as well as physical, he adds the gift of grasping large issues and therewith unusual talent for mastery of detail; the latter probably a result of close intimacy with the minutiae of ship-life, and early training under officers who held that a man should be able to show with his own hands how a thing should be done, in contradistinction to verbal advice. Lord Charles owes his success in life to rare force of character, and in scarcely less degree to the whole-hearted energy with which he threw himself into whatever he undertook, were the occasion great or trivial. Easy it is to discern the secret of his influence over men: he tempered rigid discipline with that understanding of, and sympathy with, human nature which makes the born leader. We have seldom read a book whose matter and manner alike so warmly commend it; from the first page to the last it is a delight. Mr. Cope Cornford's Notes summarising the situation, political or international, at critical junctures serve a very helpful purpose as background for the personal narrative.

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THE GREAT WAR.

By CHARLES LOWE.



GREAT events are in preparation, though the past week, estimating its end from the time of writing (Tuesday morning), was not productive of any great results—unless, indeed, our continued “stone-walling” of the Germans on the line of the Yser might be assigned to this category of happenings. “Tommy Atkins” continues to sing aloud that his heart is in Tipperary, but it is to the banks of the Yser that the eyes of the anxious yet ever-admiring British people are directed, where our gallant and invincible soldiers continue to fight the good fight and keep the faith—faith in themselves and their country—in such an heroic way as to cause their supreme commander to express his belief “that no other army in the world would show such tenacity, especially under the tremendous artillery fire directed against it. Its courage and endurance are beyond all praise. It is an honour to belong to such an army.”

That is a compliment which our heroic soldiers earned at a very high cost of life and limb, but nothing compared with the loss which they inflicted on their assailants. Some few days before the Prussian Guards were launched against our positions round Ypres, their commander, General von Plettenburg—the same who, two years ago, forbade his men to trim their moustaches in the English, or tooth-brush, fashion—issued to them a stirring appeal, concluding that “it is time for a spirited advance, as the final victory is near at hand.” But this “spirited advance” ended in the virtual annihilation of the Prussian Guards and their co-operative comrades of Bavaria. Of one Bavarian regiment, 3000 strong—i.e., three battalions of 1000 each, which is the composition of every German regiment—only 1200 were left; while the plight of several other regiments was much worse.

Per contra, the German Headquarters report asserts that “15,000 British troops” were drowned in the inundations of the Yser—that is to say, an entire Division of three Brigades, or twelve battalions, which is just the sort of thing that the German public are only too eager to believe. Undaunted by their dreadful losses—the greatest ever experienced in any war—the Germans are making fresh preparations to “hack their way through” to Calais, where the Kaiser is said to have sworn to plant his standard on Dec. 10—at the latest, which is a pretty precise prophecy—much more so than any that can be found in Isaiah or “Old Moore.”

The worst of it is that the Germans are not the only enemy we have now to contend with on the Yser. In addition to General von Kluck, our gallant men have now to reckon with General von “Winter,” who has suddenly and rather prematurely made his appearance in the western theatre of war, as “General Favier” did in the Crimea—proving a far more terrible foe than Marshal Menschikoff. What says our official “Eye-Witness”—the only “war-correspondent” at Headquarters? “The state of the roads, already bad, was rendered worse, while the condition of the trenches became wretched beyond description. From having to sit or stand in a mixture of straw and liquid mud the men had to contend with half-frozen slush.”

But, apropos of “Eye-Witness,” and his singularly interesting and illuminating reports, as far as they go, it may be noted that public opinion is asserting itself more and more for a relaxation of the Censorship, which is declared to be far too rigorous—depressing alike to our gallant soldiers, who naturally wish their

friends and countrymen to know how they are comporting themselves at the front, and disadvantageous to the interests of recruiting. This is all the more to be deplored seeing that there is a multiplication of officer-voices from the front, crying: “Men, more men, and as quickly as possible; otherwise our cause will be lost and blood will have been shed in vain.”

It is all the more necessary to promote recruiting by the detailed proclamation of our victories and defeats—and perhaps the latter offer a greater stimulus

or north-eastern coast and allow the whole lot to be captured, or exterminated, as would undoubtedly be the case? They would thus prove, at least, that the thing could be done, even if on a small scale, and that in the case of a possible—but most improbable—disaster to our Grand Fleet, the experiment could be repeated on a much larger scale.

If a cruiser-squadron of theirs could approach within shelling distance of Yarmouth, and a submarine of theirs sink one of our gunboats in the Downs, what is to prevent a covey of their cruiser-escorted transports from landing 10,000 to 20,000 men at some point on our eastern or north-eastern coast? The possibility, I say—for I know—is one which is engaging the serious attention of our Government, which is taking the necessary precautions to be equal to it; and if the Germans, by the propagation of such rumours, succeeded in stopping the outward flow of our Territorials towards the western seat of war, and in causing them to be concentrated on our eastern coasts, would not that in itself be a strategic something from the German point of view?

Meanwhile, it is we ourselves who have been giving our German foe a practical lesson in the art of raiding, seeing that three of our airmen actually made a flight of 250 miles from French territory—120 thereof being over German ground—and dropped several bombs on the Zeppelin sheds and building-yards at Friedrichshafen on the Lake of Constance, with most destructive effects, as the daring aviators themselves avow. This was carrying fire and sword into the enemy's country with a vengeance. Braver deed was never done. But, as in the case of the corresponding feat at Düsseldorf, the German Press will probably assert that only a few carpenter-spills at Friedrichshafen were set on fire. The Admiralty account stated that two out of the three airmen returned safely to French territory, though their machines were damaged by gun-fire. They report positively “that all bombs reached their objective, and that serious damage was done to the Zeppelin factory.”

At the present time, it is a little difficult to make out the military situation in the eastern theatre of war—in Poland, and where there has been a reflux, or return, of the German wave of invasion under von Hindenburg, the most capable, apparently, of all the Kaiser's commanders, who had attained to within forty miles, or a couple of days' march, of Warsaw, though the latest telegrams state he is again being pushed back.

For the rest, all the omens are in our favour—in the North Sea, where we have sunk a German submarine; in the Black Sea, where the *Goeben* has been put out of action, thus restoring sea-supremacy in the Euxine to Russia; in Asia Minor, where the military star of the Tsar is in the ascendant; in South Africa, where the rebellion of Maritz and De Wet has become as a damp squib; in Italy, where public opinion is setting

more and more for association with the Triple Allies; and in the Persian Gulf, where an expedition from India has made a brilliant capture of Basra, the great sea-port, that was to have been the terminus of the Baghdad Railway, and which will, therefore, prove a greater blow to Germany than the loss of Kiao-chau; and the only thing to our disadvantage is a pretty severe check to our arms in German East Africa, which will, however, soon be rectified, and doubtless is so already.

LONDON, NOVEMBER 24.



REPLACING THE TOO-CONSPICUOUS BLUE TUNIC AND RED TROUSERS: FRENCH SOLDIERS IN THE NEW FIELD-SERVICE UNIFORM OF THE FRENCH ARMY.

The new French field-service uniform, now making its appearance at the front, is of a light blue-grey colour, though less light and less grey than that of the Germans, from which it is easily distinguishable, except at great distances. It will blend well with the winter landscape. Some red-and-white threads are woven into the blue to salve patriotic regrets over the historic blue tunic and red trousers. Photograph No. 1 shows French chasseurs in the new uniform; Nos. 2 and 3, French infantrymen—the latter illustrating their equipment.

to the true Briton than the former—since the past week has been rich in rumours of an intention on the part of the Germans to raid this sea-girt isle of ours. There is every reason to believe that such a contingency is engaging the serious attention of our Government, and that steps are being taken to cope with it. For the Germans have shown themselves to be “capables de tout”—that is to say, they will stick at nothing. What would it matter to them if, say, they could land 10,000 men anywhere on our eastern

FLOOD AND SHELL-FIRE: YPRES AND THE INUNDATIONS.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND NEWSPAPER ILLUSTRATIONS.



THE INUNDATIONS TO HINDER THE GERMAN ADVANCE IN WEST FLANDERS: RUINED HOUSES IN BOMBARDED RAMSCAPPELE AMID THE FLOODS.



THE INUNDATIONS TO HINDER THE GERMAN ADVANCE IN WEST FLANDERS: A VIEW OVER THE FLOODED AREA ROUND RAMSCAPPELE.



STILL UNDAUNTED: BELGIAN SOLDIERS LEAVING THE TRENCHES AFTER NIGHT DUTY.



LEFT BEHIND BY THE GERMANS IN ABANDONING THEIR FLOODED TRENCHES: TWO MUD-COVERED MORTARS.



WHERE THE GERMANS WERE "WASHED OUT": INSPECTING A WATER-FILLED TRENCH.



SHELL HAVOC IN MUCH-BOMBARDED YPRES: WRECKED HOUSES IN THE MAIN SQUARE NEAR THE HISTORIC ST. MARTIN'S CHURCH.



SHELL HAVOC IN MUCH-BOMBARDED YPRES: A SHATTERED AND COLLAPSED HOUSE IN ONE OF THE STREETS.

The flooding of the Yser valley between Dixmude and Nieuport has left the wrecked houses of the village, of Ramscapelle, near Nieuport, standing gaunt and bare, ruins amid a waste of water. The Belgians flooded the district as a last resort, by damming the culverts and battering a gap in the dykes with artillery, according to a scheme suggested by the Keeper of the Sluices at Nieuport. The Germans were swamped out of their trenches by the sudden inrush of flood water, hundreds being drowned, while others who had found momentary shelter in isolated farm-buildings and on patches of higher ground were shot in trying to get away. Two German mortars of 165 mm., abandoned by the enemy, were recovered from the water and brought in to the

Allied lines. One of our illustrations shows them as they appeared on arrival, their wheels clogged with mud and slime and weeds.—Ypres, the former capital of West Flanders, has undergone a series of bombardments, which have not yet ceased. "As each successive attempt to take Ypres by assault fails," wrote "Eye-Witness" on November 16, "the bombardment of the unhappy town is renewed with ever-increasing fury." It was reported, on the 23rd, that the belfry, the church, and the markets, with many houses, were on fire. Our last two photographs show—one, wrecked houses in the main square near St. Martin's Church, the old-time cathedral of Ypres; the other, a collapsed house in a street.

A WAR OF CONCEALMENT: BURIED AMMUNITION; "INVISIBLE" TROOPS.

PHOTOGRAPHS BY A BRITISH OFFICER.



"A HARMLESS-LOOKING GRAVE" AND ITS CONTENTS: EXPLODING GERMAN HEAVY AMMUNITION BURIED DURING A HASTY RETREAT.



DIVIDED INTO COMPARTMENTS FOR PROTECTION AGAINST FLANK-FIRE: BRITISH TRENCHES THAT AROUSED THE ADMIRATION OF THE GERMANS

The correspondent who sends us these photographs says, regarding the upper one, that when the Germans are compelled to beat a hasty retreat, they occasionally bury their heavy ammunition in harmless-looking graves, which, if discovered by the British, are promptly blown up. The lower photograph affords a good illustration of the description of our trenches, quoted on another page in this number, recently written by a German officer from personal observation. "The English trenches," he writes, "were mostly so arranged as to be quite invisible to the naked eye. When we had got into the first trenches we were astounded at their systematic construction as regards depth, side-

protection against splintering of shells, breastwork, and flooring. The trenches were nearly all excellently arranged for a long stand. We were particularly astonished at the steel and iron plates built into the breastworks. The floors of the trenches were designed with an eye to maximum comfort." Since the wintry weather came on, however, comfort in the trenches has been rather a minus quantity. "The condition of the trenches," wrote the "Eye-Witness" on the 20th, "became wretched beyond description. From having to sit or stand in a mixture of straw and liquid mud the men had to contend with half-frozen slush."

THE CAMERA AS CORRESPONDENT: WAR PHOTOGRAPHS.

PHOTOGRAPHS BY BIRKETT, C.N., SPORT AND GENERAL, AND NEWSPAPER ILLUSTRATIONS



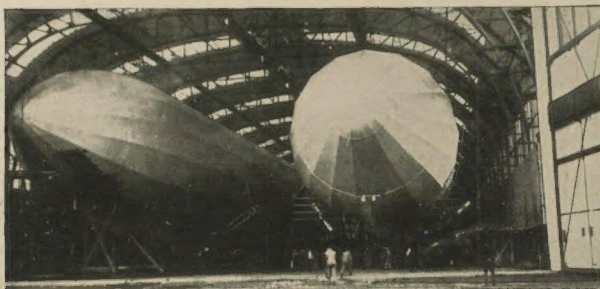
THE AIR RAID: FLIGHT-COMMANDER
J. T. BABINGTON.



THE AIR RAID ON THE FRIEDRICHSHAFEN ZEPPELIN FACTORY:
FLIGHT-LIEUTENANT S. V. SIPPE.



THE AIR RAID: SQUADRON-COMMANDER
E. F. BRIGGS.



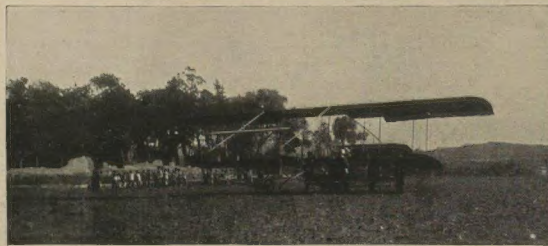
ATTACKED BY BRITISH AIRMEN: AN AIR-SHIP SHED AT FRIEDRICHSHAFEN;
WITH TWO ZEPPELINS INSIDE.



ONE OF THE OBJECTIVES OF THE BRITISH AIR RAID: THE EXTERIOR OF THE
ZEPPELIN SHED AT FRIEDRICHSHAFEN.



THE BRITISH FORCE AT TSING-TAU: AT
THEIR FIRST CAMP IN LAO-SHAN BAY.



THE JAPANESE FORCE AT TSING-TAU: AN AEROPLANE BASE
IN SHANTUNG.



THE JAPANESE FORCE AT TSING-TAU: THE
GENERAL STAFF PLANNING THE ATTACK.



GERMANY BEGINNING TO REALISE THE EXPERIENCES OF BELGIUM: REFUGEES
FROM EAST PRUSSIA IN BERLIN.



"MORT AU CHAMP D'HONNEUR": THE GRAVE OF PRINCE MAURICE OF
BATTENBERG IN THE CEMETERY AT YPRES.

The Admiralty announced on the 24th: "On Saturday (the 21st) a flight of aeroplanes, under Squadron-Commander E. F. Briggs, of the Royal Naval Air Service, with Flight-Commander J. T. Babington and Flight-Lieutenant S. V. Sippe as pilots, flew from French territory to the Zeppelin Air-ship Factory at Friedrichshafen." All three flew down to close range under heavy fire and dropped bombs. Commander Briggs was reported to have been shot down and wounded, but the others returned safely and stated that the bombs all reached their objective and did serious damage. In the photograph showing

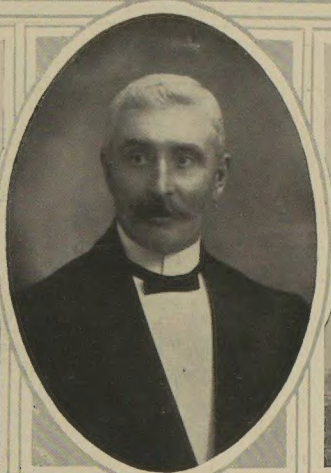
the interior of the Zeppelin shed at Friedrichshafen, the air-ship on the right is the "Z 4," which last year "accidentally" crossed the French frontier and landed at Lunéville.—The British force from North China which co-operated with the Japanese at Tsing-tau was commanded by General Barnardiston. Our photograph shows part of it, consisting of a battalion of about 900 men of the South Wales Borderers.—The large laurel-wreath on the grave of Prince Maurice of Battenberg was sent by the King and Queen of Spain, with an inscription: "In memory of our beloved brother."

THE WORLD-WIDE WAR BY LAND AND SEA: SNAPSHOTS.

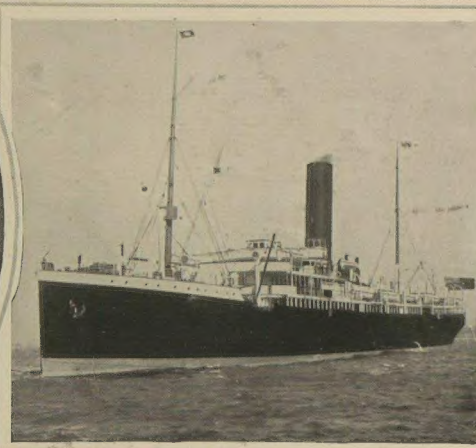
PHOTOGRAPHS BY C.N., UNDERWOOD AND UNDERWOOD, AND BIRKETT.



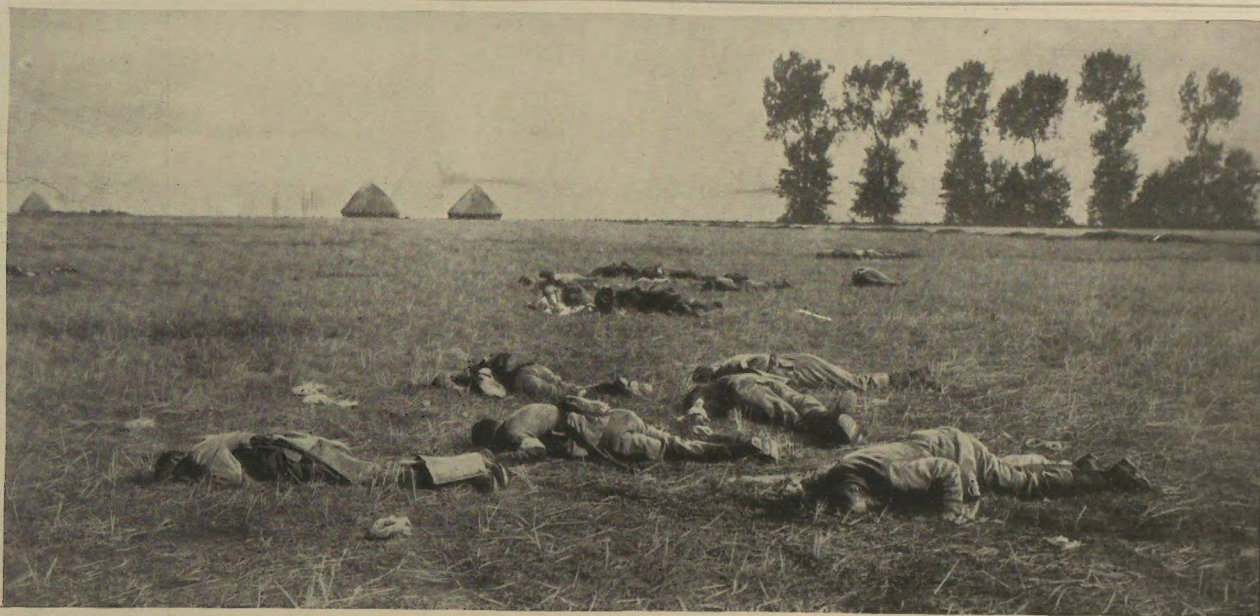
KITCHENER'S ARMY: MESS ORDERLIES OF THE 10TH AND 11TH BATTALIONS OF THE NORTHUMBERLAND FUSILIERS.



THE SKIPPER OF THE "ORTEGA." CAPTAIN DOUGLAS REID KINNEIR.



SAVED FROM CAPTURE BY HER CAPTAIN'S DARING IN MAGELLAN STRAIT: THE P.S.N. CO.'S "ORTEGA."



THE GLEANING OF DEATH—ON THE MORNING AFTER A BATTLE: GERMAN SOLDIERS LYING DEAD IN A FRENCH STUBBLE FIELD



WHEN A "BLACK MARIA" BURSTS IN SOFT GROUND: ONE OF THE GAPING PITTS CAUSED BY THE EXPLOSION OF A GERMAN HEAVY-HOWITZER SHELL.



ANOTHER ZEPPELIN SATISFACTORILY ACCOUNTED FOR: A GERMAN AIR-SHIP BROUGHT DOWN BY FRENCH SHELLS NEAR THE BORDERS OF ALSACE.

The Northumberland Fusiliers, or "Fighting Fifth," according to their historic regimental title of the days before the introduction of the present Territorial system, have done excellent recruiting work. In testimony of that we have the 10th and 11th Battalions in Bullworthy Camp, near Pirbright. Our illustration shows mess orderlies of the 10th and 11th Battalions leaving their cook-house with the meal for the companies. The men are seen in the blue uniforms which a number of our recently raised troops are wearing until their field uniforms are ready.—Captain Kinneir is the bold and resourceful master-mariner who gave so remarkable an example of daring seamanship by taking his vessel, the "Ortega," while on passage from Valparaiso to England with 300 French

reservists on board, through an uncharted and dangerous waterway in Magellan Strait, a feat of navigation a pursuing German cruiser which had already opened fire on the "Ortega" dared not imitate. The Admiralty sent the Pacific Steam Navigation Company a message expressing their appreciation of Captain Kinneir's "courageous conduct."—The German air-ship, understood to be a Zeppelin, a vessel of the rigid-frame type, is stated to have been shelled while passing over French batteries in Alsace, and so seriously crippled that she had to make off towards Baden territory. On the frontier, the air-ship fell in a forest and was impaled upon the tree-tops. The local peasantry, we are told, set fire to the wrecked vessel's hull next day.

THE WAR, IN THE EAST: CAPTURED BASRA AND INVADED EGYPT.



THE BRITISH MASTER-STROKE IN THE MIDDLE EAST—THE TAKING OF BASRA AT THE HEAD OF THE PERSIAN GULF: A VIEW IN THE SHIPPING QUARTER.



INDIAN TROOPS WHO HAD THE FIRST BRUSH WITH THE TURKS ON THE EGYPTIAN FRONTIER: THE BIKANER CAMEL CORPS.



CAPTURED BASRA, THE GREAT TURKISH TRADE CENTRE AND PORT AT THE HEAD OF THE PERSIAN GULF: THE COMMERCIAL FRONT, WITH THE NEW CUSTOM HOUSE (SEEN TO THE RIGHT CENTRE OF THE PHOTOGRAPH).



THE BRITISH FORCE IN EGYPT: INFANTRY PARADING IN CAIRO.



THE BRITISH TERRITORIAL TROOPS IN EGYPT: MEN OF B COMPANY 6TH BATTALION MANCHESTER REGIMENT AT MUSTAPHA, ALEXANDRIA.



THE BRITISH FORCE IN EGYPT: ARTILLERY PARADING IN CAIRO.

The taking, on November 21, of Basra (known otherwise as Bussorah), the great Turkish trading centre and port in the Middle East, situated below the confluence of the Euphrates and Tigris, sixty miles from the head of the Persian Gulf, was not only a brilliantly designed and executed operation of war on the part of the Indian Government, but also an event likely to prove in the future of far-reaching strategic and political importance. The capture was effected within seventeen days of the declaration of war, and followed as the sequel to the severe defeat of the Turkish troops in the neighbourhood three days before, when the Turks fled from the battlefield, leaving guns, wounded, and prisoners in our hands. The blow to the material interests and prestige of both Germany

and Turkey is a heavy one. Basra was to have been the terminus of the great German enterprise of the Bagdad Railway. Part of the work, indeed, on the line between Bagdad and Basra had been constructed. Basra's import and export trade, in addition, amounts to over two millions sterling a year.—In the Near East the Bikaner Camel Corps, one of the contingents voluntarily offered for Imperial defence by its Maharajah, one of the leading Indian feudatories, has been in action on the Egyptian frontier with part of the Turkish advance guard. Our illustrations also show portions of the Territorial Army in Egypt for the defence of the country. Their arrival enabled Regulars of the former Egyptian garrison to be drafted to the front in Europe.

FOR VALOUR: THE FIRST TEN V.C.'s OF THE GREAT WAR.

PHOTOGRAPHS BY GALE AND FOLDEN, MAJOR, AND RUSSELL.



Captain Grenfell won the Victoria Cross for gallantry in action against unbroken infantry at Audregnies, on August 24, and for assisting to save the guns of the 119th Battery, R.F.A., near Doubon. Captain Douglas Reynolds (now Major) took up two teams and limbered up two guns at Le Cateau, and got one gun away although the enemy was within a hundred yards. Later, he found a battery holding up the advance and silenced it. He was severely wounded. He has also received the Cross of Chevalier of the Legion of Honour. Battery-Sergeant-Major Dorrell (now 2nd Lieut.) continued to serve a gun until all the ammunition was expended, after all officers were killed or wounded, in spite of heavy concentrated fire from a distance of 600 yards. Captain Ranken, who has since died of his wounds, tended wounded in the trenches under fire and continued to attend them after his thigh and leg had been shattered. Captain Wright attempted to

connect up the lead to demolish a bridge, and made a second attempt although wounded in the head. Later, he was mortally wounded while helping wounded men into shelter. Lieut. Dimmer served his machine-gun until he had been hit five times, and remained at his post until his gun was destroyed. Corporal Garforth cut wire under fire, carried a man out of action, and, under Maxim fire, saved a sergeant whose horse had been shot. Lance-Corporal Jarvis worked for 1½ hours under heavy fire and fired charges for the demolition of a bridge. Sergeant Nelson (now 2nd Lieut.) helped to bring the guns into action under heavy fire, and, while severely wounded, remained with them until all the ammunition was expended. Lieut. Dease, who has since died of his wounds, was badly wounded two or three times, but continued to control the fire of his machine-guns until all his men had been shot.

FROM HEADQUARTERS TO ST. PAUL'S: THE PASSING OF LORD ROBERTS.

PHOTOGRAPHS BY L.N.A., PHOTOPRESS, C.N., AND ALFRED.



THE SIMPLE SERVICE AT THE BRITISH HEAD-
QUARTERS: IN THE HOTEL DE VILLE, ST. OMER.



IN ST. OMER, THEN THE BRITISH HEADQUARTERS, IN WHICH
LORD ROBERTS DIED: THE HEAD OF THE FUNERAL PROCESSION.



OFFICERS OF THE HEADQUARTERS STAFF IN
THE PROCESSION AT ST. OMER



HOME FOR THE LAST TIME: THE ARRIVAL OF THE BODY OF LORD ROBERTS
AT ASCOT.



ON THE WAY TO ST. PAUL'S: THE COFFIN, WITH FLAG AS PALL, AND ON IT
THE DEAD SOLDIER'S SWORD, SERVICE CAP, BATON, AND MEDALS.



SHOWING THE CHARGER LED BEHIND THE COFFIN: THE FUNERAL CORTÈGE
DURING ITS PROGRESS THROUGH THE CITY.



LYING-IN-STATE IN ST. PAUL'S: THE LAST SIGHT THE PUBLIC HAD
OF THE GREAT SOLDIER.

Lord Roberts died at St. Omer, then Sir John French's Headquarters. The body was borne with military honours to the Hotel de Ville for the funeral service, passing between lines of British and French troops. The pipers of a Highland regiment headed the column. At either side of the gun-carriage with the coffin, which was draped with the British flag, and had on it Lord Roberts' khaki service cap, were eight Generals as pallbearers. Behind walked representatives of Earl Roberts' family, the Prince of Wales (representing the King), Sir John French, Prince Arthur of Connaught, and representatives of the King of the Belgians and the French President. In the vestibule of the Hotel

de Ville, temporarily converted into a chapel, the Prince of Wales and Prince Arthur of Connaught stood at one end of the bier, with, at either side, British officers, Indian representative Princes, and the Belgian and French representatives. In the State funeral procession to St. Paul's, the coffin was covered with the Union Jack, and bore on it Lord Roberts' khaki cap and sword, medals, and Field-Marshal's baton. The only wreath, Queen Alexandra's, was in front of the gun-carriage. Lord Roberts' charger, Donegal, was led immediately behind. The coffin, as it lay partially lowered into the grave, rested there during the lying-in-state, while on velvet cushions set round were Lord Roberts' insignia.

"NOT TO BE UNDER-ESTIMATED": BRITISH TROOPS AND BRITISH TRENCHES.

PHOTOGRAPHS BY PHOTOPRESS



"AN OPPONENT NOT TO BE UNDER-ESTIMATED": THE BRITISH SOLDIER IN HIS TRENCHES—A SUBJECT ON WHICH THE GERMANS HAVE HAD CAUSE TO CHANGE THEIR OPINIONS.



AFTER A NIGHT-ATTACK ON A FARM: DEAD GERMANS WHO HAVE PAID THE PRICE OF THEIR NATIONAL AMBITION.

Since the Germans have met the British troops in battle their opinions of them have altered considerably. Some very interesting impressions were quoted recently in the "Times" from an account in a Berlin paper by one of its editors serving as a Lieutenant with the German forces. "Within a few hours," he writes, "we learned that we had facing us an opponent not to be under-estimated. . . . The English trenches were mostly so arranged as to be quite invisible to the naked eye. When we had got into the first trenches we were astounded at their systematic construction as regards depth, side-protection against splintering of shells, breastwork, and flooring. . . . In some cases,

the English had dug trenches but had not occupied them, and, to deceive us, had put large round turnips and similar objects along the breastworks. Their firing-line was then placed either before or behind this trench, so well assimilated to the land as to be practically invisible, so that it was almost untouched by the fire which we directed against what we considered the occupied trench." Another Berlin paper recently described an all-night siege of some farm buildings held by the British, who resisted a considerable force, until the place was in flames and they had to surrender. The Germans found, to their chagrin, that the whole garrison consisted of a Colonel, a Major, and 34 men.

THE BURIAL OF LORD ROBERTS: THE FUNERAL OF THE GREAT SOLDIER IN ST. PAUL'S CATHEDRAL.

DRAWN BY A. FORESTIER, OUR

SPECIAL ARTIST AT THE SERVICE.



LAI D TO REST NEAR THE BURIAL-PLACE OF NELSON AND WELLINGTON: ALL THAT

was mortal of Field-Marshal Earl Roberts was borne in solemn procession to St. Paul's Cathedral on Thursday, November 19, and there laid to rest near the burial-place of those other great warriors, Nelson and Wellington. An almost unique honour was paid to the great soldier by the fact that the Sovereign attended the service in person and was not, as is usual, merely represented. Queen Alexandra and Princess Victoria were also there, privately. The Archbishop of Canterbury, the Bishop of London, and the Dean of St. Paul's officiated. The procession entered the Western door at noon, to the music of the Dead March in "Saul," and the coffin, borne by men of the Irish Guards, was carried up the nave with, as pallbearers, Field-Marshal Lord Kitchener, Sir Evelyn Wood, V.C., Lord Grenfell, Lord Methuen, and Lord Nicholson, Admiral of the Fleet Sir E. H. Seymour, Admiral Lord Charles Beresford,

WAS MORTAL OF FIELD-MARSHAL EARL ROBERTS COMMITTED TO THE GRAVE.

and Generals Sir J. Mills-Johnes, V.C., Sir Robert Biddulph, Sir A. Hunter, Sir A. Gascoen, and Sir C. Egerton. After the coffin had been lowered from the catafalque, there was sung the short anthem, "I heard a Voice from Heaven saying unto me, Write, From henceforth blessed are the dead which die in the Lord; even so saith the Spirit; for they rest from their labours." At the end of the Burial Service, Garter King-at-Arms, taking his place beside the open grave, recited the style and titles of the dead. Then came Chopin's funeral march and finally the Last Post. The hymn, "O God, the Father," took place in the afternoon, from two o'clock; and many thousands passed before the coffin, which lay, a little below the floor, in an opening through which it was afterwards lowered into the crypt for burial.—[Drawing Copyrighted in the United States and Canada.]

"FRUSTRATED BY RAPID MANŒUVRING": A DESTROYER ESCAPES A TORPEDO FROM A HUNTED SUBMARINE.

DRAWN BY NORMAN WILKINSON FROM A SKETCH BY A BRITISH NAVAL OFFICER.



GOOD STEERSMANSHIP THE BEST DEFENCE AGAINST THE SUBMARINE PERIL: A TORPEDO ATTACK BY UNDER-WATER CRAFT "AVOIDED BY THE USE OF THE HELM."

The officer from whose sketch the above drawing was made writes: "The enclosed represents one of several incidents which have recently occurred in the Patrol Flotillas where destroyers have been hunting down submarines and the latter have retaliated by firing torpedoes. In the picture enclosed a destroyer is shown as having narrowly escaped the torpedo by putting her helm hard over." It appears, indeed, that good steersmanship, in combination with good gunnery, is the surface-going war-ship's best protection against attack by submarines. Several cases in point were mentioned in Vice-Admiral Sir David Beatty's despatch relating to the Heligoland action. For example, he writes: "At 11 a.m. the Squadron was attacked by three submarines. The attack was frustrated by rapid manoeuvring, and the four destroyers

were ordered to attack them." Again: "I had not lost sight of the risk of submarines. . . . Our high speed, however, made submarine-attack difficult, and the smoothness of the sea made their detection comparatively easy"; and again: "The Battle-Cruisers turned to the Northward, and 'Queen Mary' was again attacked by a submarine. The attack was avoided by the use of the helm. 'Lowestoft' was also unsuccessfully attacked." The submarine's side of the question is seen in Commodore Keyes' despatch of October 17 on the services of British submarines during the war. "Lieut.-Commander Ernest W. Leit," he writes of the Heligoland action, "commanding Submarine 'E 4' . . . proceeded to attack the cruiser, but she altered course before he could get within range."—(Drawings Copyrighted in the United States and Canada.)

THE THIN KHAKI LINE REPELS THE CORPS D'ÉLITE OF THE GERMAN ARMY: THE DEFEAT OF THE PRUSSIAN GUARDS.

DRAWN BY A. C. MICHAEL FROM A SKETCH BY FREDERIC VILLIERS, ONE OF OUR SPECIAL WAR ARTISTS.



"A SUPREME EFFORT TO CAPTURE YPRES" CHECKED BY BRITISH VALOUR: THE KAISER'S MOST FAMOUS REGIMENTS REPULSED BY THE TROOPS OF THE FIRST ARMY CORPS, IN A FOG.

The desperate encounter in which the British First Army Corps repulsed the attack of the Prussian Imperial Guards took place near Ypres on November 11, during a fog. Unable to make any impression on our thin khaki line with the newly formed regiments previously employed, the German commanders had called upon the most famous troops in their Army to put in the finishing blow. They presented a splendid appearance when they paraded before the Kaiser a short time previously, and high hopes were set on their prowess. They attacked with great bravery and succeeded in penetrating the advanced British line, but were counter-attacked and eventually put to flight, with heavy losses. In the woods behind our line alone they left 700 dead. Their onslaught was preceded by a furious artillery bombardment. The attack itself, writes the Headquarters "Eye-Witness," "was carried out by the 1st and 4th Brigades of the Guard Corps, which, as we now know from prisoners, had been sent for in order to make a supreme effort to capture Ypres. . . . That the Guard Corps should have been selected . . . may, perhaps, be taken as a proof of the necessity felt by the Germans to gain this point in the line, and their dogged perseverance . . . claims

our whole-hearted admiration. The failure of one great attack, heralded as it was by impassioned appeals to the troops, made in the presence of the Emperor himself, but carried out by partially trained men, has been only the signal for another desperate effort in which the place of honour was assigned to the Corps d'Élite of the German Army. It must be admitted that that Corps has retained the reputation for courage and contempt of death which it earned in 1870 . . . and the swarms of men who came up so bravely to the British rifles in the woods round Ypres repeated the tactics of forty-four years ago." Among the British troops who repulsed the Prussian Guard were part of the Brigade of Guards, the Black Watch, and the Oxford and Bucks Light Infantry. In the background of the drawing, on the left, is a farmhouse occupied by the British just behind our lines, and men are seen hurrying out of it to support the men in the trenches. A machine-gun was placed in an upper window. In the left foreground is a bursting shell, with a British soldier it has killed. On the right are the Prussian Guards charging, and our men repelling the charge.—[Drawing Copyrighted in the United States and Canada.]

THE SUPREME LEADER OF THE RUSSIAN FORCES: A GREAT SOLDIER.

AFTER A PHOTOGRAPH BY J. DROUOT.



EXECUTING UNFLINCHINGLY PLANS WHICH ARE COVERING THE RUSSIAN ARMS WITH GLORY: THE GRAND-DUKE
NICHOLAS NICOLAIEVITCH.

A writer on the personality of the Grand Duke Nicholas, Generalissimo of the Russian Armies in the Field, said the other day: "He is a huge man of certainly 6 ft. 4 in., and impresses one greatly by his absolute lack of affectation and his simplicity. He spoke rapidly to us in much the same vein as his lieutenant, and as he did so one got the impression of a shyness and diffidence which was extremely pleasing. His dress and mien were as simple as that of any of his numerous Aides. His expression was

that of a serious, sober man giving his entire thought and effort to a task the importance of which he in no way minimised." It was announced only a few days ago that the Emperor had conferred the Order of St. George, Third Class, on the Grand Duke for "his valiant determination in the unflinching execution of the Russian plans, which has covered the Russian Arms with glory." The Grand Duke, who is a cousin of the Emperor, was born on November 6, 1856.

DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY VANDYK, LAFAYETTE, ELLIOTT AND FRY, SPEAIGHT, BARNETT, RUSSELL, DEBENHAM, BASSANO, ILLUS. PICTURES, WEBB, SQUIBBES, WESTON, MASON, HILLS AND SAUNDERS, CENTRAL PRESS.



Our portraits of officers who have fallen in action include this week that of Captain the Hon. Andrew Edward Somerset Mulholland, eldest son and heir of the second Baron Dunleath. Captain Mulholland was in the Irish Guards and married, last year, Lady Hester Joan Byng, daughter of the fifth Earl of Strathford. Rear-Admiral Sir Christopher G. T. M. Cradock, K.C.V.O., C.B., M.V.O., served with distinction in the Sudan, 1891 (despatches, fourth class Medjidie, Khedive's Star, with clasp); served in the Boer War, in China (despatches, China medal, with clasps for Taku and Relief of Peking); promoted Captain for gallantry at Taku; A.D.C. to the King, 1909; Commodore second class, Rear-Admiral, 1910; granted K.C.V.O., 1912, for Personal Service, the Appreciation of

the Admiralty and the silver medal of the Board of Trade for gallantry in saving life at the wreck of the P. and O. "Delhi." Major the Hon. Hugh Dawnay was Aide-de-Camp to Lord Roberts, 1901-4, served with the Nile Expedition, 1898, and was present at Khartoum. He fought in South Africa and in Somaliland. Brig.-General N. R. McMahon had served with distinction in the Burmese Expedition, 1886-7, and in South Africa. Lieut.-Colonel Raymond John Marker, of the Coldstream Guards, served as A.D.C. to Sir West Ridgeway, Governor of Ceylon, 1895-7 and, later, to Lord Curzon, Viceroy of India, and to Lord Kitchener, during the Boer War. Lieut. Lord Congleton, of the Grenadier Guards, was the fifth Baron.

A DOMINANT FACTOR IN MODERN WAR: ARTILLERY.

PART IV.

THE light field howitzer described in our last article is an excellent weapon in its degree; but its power is limited by considerations of weight and mobility. In these days of infantry who carry spades, and gunners protected by gun-shields, the howitzer is constantly wanted in the front line, and has to be as easy to transport as a field gun. But when two armies fight "the fight of sit-down," and entrench themselves opposite to each other, the troops have time to dig themselves in so thoroughly that the light field howitzer is incapable of dislodging them. Something more powerful is required; and accordingly we have the heavy field howitzer—not to be confused with siege howitzers, such as "Black Maria," or the monster Krupp weapons used against Antwerp.

The typical heavy field howitzer is the 15 c.m., or 6-inch, firing a 100-lb. shell, and ranging about 8000 yards. Its shrapnel discharges 50 lb. of heavy bullets, and its high-explosive shell contains 10 lb. of one of the modern violent explosives, such as trinitrotoluol or ecrasite. This weapon is usually drawn at a walk by a team of heavy horses, but some nations have preferred to carry the howitzer separately from its carriage, making two light loads capable of transport at a trot instead of one heavy one. On coming into action the howitzer is replaced on its carriage, an operation which takes about a quarter of an hour.

The French Rimailho howitzer is shifted from its carriage on to the transporting-carriage; the howitzer is hauled back by a winch and a chain hooked into the muzzle. The steel plates that lean against the wheels form part of the shield

several purposes: they can bombard large targets, such as the enemy's camps and bivouacs, railway stations, bridges, and supply depôts, at long ranges. The French recently reported the destruction of a German ammunition park by long-range fire.

For use against troops, special preparations are required. It is obvious that when troops are engaged it is impossible to distinguish friend from foe at seven miles' range, or even half that distance. There are few places in Western Europe where a clear view of three miles is obtainable. A captive balloon may be used, but is of little use for detailed observation, as, owing to the vibration, it is almost impossible to use a telescope from the car. Accordingly, for distant fire, the heavy field battery is obliged to use observation patrols.

Nowadays each of these patrols has a motor-car with appliances for laying a telephone-wire as it goes; it consists

of a line of rails. Six-inch "Long Toms," mounted on large goods trucks, can be quickly railed to points of vantage, where their long range and great shell-power may render them most useful. An elevated position on an embankment is not the one usually chosen; the gunner prefers a cutting just deep enough to hide the truck, so that only the gun-muzzle is visible. When not firing, the gun is covered with tarpaulins, and it then looks to a reconnoitring airman just like an innocent load of goods, or it may be run into a station, covered goods-shed, or tunnel till wanted. A 6-inch long gun mounted on a truck can be fired fore and aft—that is, in the direction of the rails—without any preparation. If fired broadside on, it would probably upset the truck; this is prevented by the use of outriggers. These are either inclined struts abutting against prepared hold-fasts, or stout girders projecting horizontally, with their outer ends supported on piles of sleepers. A good specimen of this type of weapon is the Austrian Skoda 6-inch naval gun prepared for mounting on a railway truck. The steel hood protects the sights and vital parts of the mechanism; and a shield, usually of boiler plate, is fixed round the truck to protect the gunners from bullets. As the war progresses, it is quite possible that we shall see these railway mountings developed into regular travelling forts, with armour stout enough to resist direct hits from field artillery.

(To be continued.)

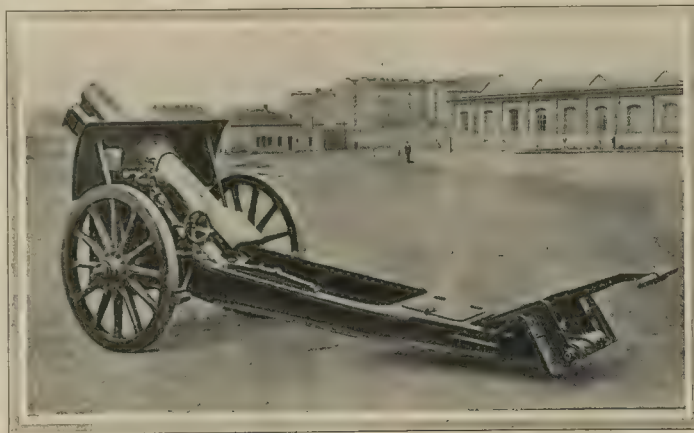


FIG. 2.—NOT YET ISSUED TO THE AUSTRIAN ARMY: A NEW AUSTRIAN 6-INCH HOWITZER. When firing, the folding spade at the end of the trail is turned downwards.



FIG. 1.—USED BY THE GERMANS: A KRUPP 6-INCH FIELD-HOWITZER.

For transport, the piece is hauled back so that it rests upon the projection seen in the centre of the trail.

which protects the gunners. Fig. 1 is a Krupp 6-inch howitzer: for transport the piece is hauled back along the trail, so that part of the weight is carried by the limber wheels. Fig. 2 is an Austrian Skoda 6-inch howitzer, with folding spade. Fortunately for the Allies, the Austrians have not yet issued this powerful modern weapon to their army, and their present heavy field howitzer is an antiquated affair.

In England, Vickers, Sons and Maxim have brought out a 6-inch howitzer much superior to any weapon of this kind used by Continental Powers. Its main feature is that it is on wheels six feet in diameter, which gives plenty of room for recoil, enables a long and accurate howitzer to be used, and facilitates transport over heavy roads. If the German howitzers had had these large wheels, the advancing Russians would not have found so many of them stuck in the muddy lanes of Poland.

Quite another type of field weapon is the "Long Tom," or heavy field gun. This is a gun capable of throwing a 60-lb. shell to a distance of seven miles. Owing to its high velocity and heavy projectile, it is remarkably accurate, and its shrapnel bullets will go through a light steel gun-shield, such as that of the German field gun. These guns have the same quick-firing action as ordinary field-guns, and are capable of firing six rounds a minute. They are used for

a German heavy field gun of 4.7-inch calibre. A French piece by Schneider, of Creusôt, is much more powerful. This gun is of 6-inch calibre, and fires an 88-lb. shell ranging 14,000 yards. It is shifted for transport on to a separate wagon, but it can travel on its own wheels provided the ground is hard. The French do not use teams of horses with this weapon, as, owing to its enormous range, a position can always be found for it close to a high road. A powerful motor-lorry, which also carries ammunition, is therefore used to transport it. The French claim that this gun can be shifted from the transport wagon on to its carriage, ready to fire, within three minutes.



FIG. 3.—READY TO FIRE: A KRUPP 4.7-INCH "LONG TOM."

FOGS OF WAR: FRENCH BEWILDERED; GERMANS DESERTING.

FACSIMILE SKETCHES BY H. C. SEPPINGS WRIGHT AND FREDERIC VILLIERS, TWO OF OUR SPECIAL WAR ARTISTS.



BEFOGGED AT RETREATING FOR NO APPARENT REASON: FRENCH SOLDIERS BEWILDERED AND ANGRY AT BEING ORDERED TO RETIRE.



WHAT FOG BRINGS TO THE BRITISH TRENCHES: GERMAN DESERTERS APPROACHING THROUGH THE MIST AND HOLDING UP THEIR HANDS.

"The Fog of War" is a familiar catch-phrase with some of us at home when despatches have to be censored, yet the description lends itself aptly sometimes to incidents at the front. Two sorts of fog provide the subjects of our illustrations, incidents of recent occurrence. In one we see a French regiment carrying out a strategical retirement at one point in a wide-spread battle-line. Angry at being told to fall back from a village they had been successfully defending, the men grumbled at what they condemned as a

purposeless retreat. They were mentally befogged. Suddenly they saw the village in flames, fired by their General's orders, while they attacked elsewhere. The fog lifted! With our second illustration, Mr. Villiers writes: "During a fog quite a number of deserters from the enemy came over to our lines, only too glad for a chance of changing their miserable condition in their own lines for better food and a little more comfort, which our treatment of prisoners affords them."—[Drawings Copyrighted in the United States and Canada.]



SCIENCE JOTTINGS.

THE HORSE IN WAR.

WHO was the genius who first discovered that the horse could be more profitably used as a beast of burden than as a beast for the "pot"? Did he hit upon his stupendous discovery after cogitating on the appalling inroads made by his neighbours on the herds frequenting his neighbourhood, or after noting the ease with which a captive destined for slaughter dragged about the log of wood to which he was tethered till wanted?

That the men of the Palæolithic, or old Stone Age, lived largely upon horse-flesh, there can be no doubt. Remains of their feasts are found even to-day in Kirkdale Cave, Yorkshire; Kent's Cavern, Torquay; and Cresswell Crags, Derbyshire. On some of the bones which have been found there, pictures of their victims have been found inscribed—doubtless the work of an artist feeling at peace with all the world after an exceptionally good lunch. Wild horses were abundant in Belgium and France in those good old days. At one station of these ancient people—that at Solutre in France—great numbers of flint instruments and enormous quantities of bones of horses and reindeer have been found. Horses seem to have been the easiest to secure, judging from the fact that their bones at this particular station formed a huge rampart, estimated to contain the remains of about 400,000 animals, the long bones of which had all been broken for their marrow.

By the Neolithic Age the rôle of the horse had changed, being now the slave of the "outer" instead of the nurse of the "inner" man. This much is shown by the fact that on the site of the old Swiss lake-dwellings bronze bits, trappings, and chariot-fittings have been found. The horse by this time had become so far subjugated as to be a valuable ally in war.

This earliest war-horse should have a special interest for us just now. Briefly, this Neolithic, or early Iron Age, horse was a very small animal, as is



shown by the bit, which measured but $3\frac{1}{2}$ inches long. It was probably also dun-coloured and shaggy-haired. It bore a close likeness, in fact, to the present-day wild horse of the Gobi Desert known as Prejwal-sky's horse, which may, indeed, be regarded as the descendant of these ancient horses. Horses of this type prevailed all over Europe at this time. They were used by the Digynnae of the Danube, and by the Ancient Britons of Cæsar's time as chariot-horses. "At the first onset," we are told, "they drove the cars in all directions, hurled their javelins, and by the din and clatter of horses and wheels commonly threw the ranks of the enemy into disorder, and, making



Cavalry did not come into existence until the introduction of larger horses of Libyan origin, an event which took place during the late Iron Age, though even then only in isolated areas. When Hannibal arrived in North Italy, B.C. 218, he first encountered the Romans in the cavalry engagement on the Ticinus, where his Numidian horsemen, who rode without saddle, or bridle, and his Spanish cavalry, who used bridles, proved their superiority over the Gallic and Roman horsemen.



THE NEAREST LIVING REPRESENTATIVE OF THE ANCIENT BRITISH WAR-HORSE OF THE NEOLITHIC AGE: A SPECIMEN OF PREJWALSKY'S HORSE, OR MONGOLIAN PONY, OF THE GOBI DESERT.

Photograph by D. Seth-Smith.

their way amongst the squadrons of the enemy's cavalry, leaped down from their chariots and fought on foot. The charioteers then withdrew, little by little, out of the fight, and placed their chariots in such a way that if they were hard pressed they could readily retreat to their own side. Thus in battle they afforded the mobility of cavalry with the steadiness of infantry. Daily practice enabled them to pull up their horses at full speed when on a steep slope or to run out on the pole and stand on the yoke, and to get nimbly back again into the chariot."

Down to the time of Cæsar's campaigns in Gaul, the small primitive race of horse already described was the only one used or esteemed by the German tribes. At this time they made no pretence to "Kultur." They admitted traders to their country solely for the purpose of disposing of their superfluous "loot," of which even then they were inordinately fond. The superior horses, for which the more advanced Gauls were willing to pay long prices, had no attractions for them. They preferred their own small, ugly breed. In cavalry actions they commonly jumped off their horses and fought on foot, their steeds being trained to stand where they were left till the return of their riders. Nothing, according to their standard, was more disgraceful, or a greater mark of laziness, than to use a saddle. This is true, however, only of the tribes of Western Germany. The East Prussians acquired their knowledge of horsemanship and the use of the arrow from the Masuren, who lived in what is now Poland and the region around Warsaw. Thus they obtained their earliest lessons in the art of war from the nomad tribes of ancient Russia; they are now adding to that knowledge from other "nomad" Russians.

In this country the art of riding seems to have been introduced by the Normans. The Saxons seem to have been but indifferent horsemen. Their saddle was but a mere pad, affording but a very insecure seat, which is essential to fighting on horseback, for, as has been shown, tribes who rode bare-back left their horses when they came up with the enemy and fought on foot.

W. P. PYCRAFT.



THE WAR-HORSE AS INTRODUCED INTO ENGLAND BY THE NORMANS: A SECTION OF THE BAYEUX TAPESTRY—SHOWING "WILLELM" AND HAROLD (ON FOOT).



THE WAR-HORSE IN NORMAN TIMES: MAIL-CLAD HORSEMEN OF WILLIAM THE CONQUEROR IN A SECTION OF THE BAYEUX TAPESTRY.

In his article on this page in our issue of October 31 on the evolution of the war-horse, Mr. Pycraft wrote: "We find the Anglo-Saxons in the sixth century A.D. using horses of no quality, and solely for carrying packs. . . . They fought on foot—a practice which persisted till the Battle of Hastings, as is shown by the fact that in the Bayeux Tapestry, Harold is depicted as fighting on foot. . . . William's victory, indeed, was due to the fact that he charged the Saxon footmen with a large force of mail-clad men on comparatively heavy horses, which, indeed, were of the same race as those which, three centuries later, withstood the Moslem onslaughts at Poitiers. William himself rode a Spanish horse, the gift of Alfonso of Spain, and many of his knights were similarly mounted. This much may be inferred from the Bayeux Tapestry."—[Photos, Mansell.]



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LITERATURE.

"France Herself Again."

It is not often that a historian has the satisfaction of seeing his theories confirmed by events while his book is actually passing through the press. But that has been the gratifying experience of the Abbé Dimnet in "France Herself Again" (Chatto and Windus). The conclusions this most acute observer had drawn regarding the temper and attitude of France towards herself and the world would have been interesting in any case. Read in the light of what has happened since the end of July, they carry their own vindication. The work is written in English by a Frenchman for Englishmen, that they may better understand the forces at work on the French national consciousness since the day of the Second Empire. With excellent historical, philosophical, and literary grasp, the writer epitomises France in all her later aspects. He traces the origins of corruption in the Second Empire, the growth of that corruption in the fertile soil of the Third Republic, the blighting influence of a poor philosophy and a debased

hard to say which. It may be neither, for the Abbé Dimnet, in forecasting a possible *coup d'état*—to which, before the war, he looked for a solution of many problems would not have been ill-content to see M. Poincaré seize the Dictatorship. He believes him equal to such a stroke and able to justify it, although he has at present sunk into self-effacement and threatens to be merely another Constitutional President, instead of the vital man he could show himself. These questions, however, lie somewhat aside from the main purpose of this most fascinating book, which is to show how the Tangier incident of 1905 awoke France to a knowledge of her position, aroused her fervid nationalism, long obscured by theories of a false internationalism and false pacifism, braced her to patriotic effort, and banished the lethargies and pollutions beneath which her old spirit had seemed to some irrecoverably submerged. But France, at heart, was sound. The *coll douche* of Tangier and Agadir has been a perfect tonic. The young men of to-day have put aside dilettantism; they have seen the hollowness of a negative philosophy, of a naturalistic literature. It is a clean and strenuous race that faces the present struggle; the old chivalry of France has come again with new power to bear the country back to her rightful place among the nations. Most interesting is M. Dimnet's handling of the clerical question, with its indications that France has done with superficial unbelief, and is coming by degrees to the recognition that without religion the State cannot exist. This may, with some, go no deeper at present than a policy, but the movement towards faith is unmistakable; men who, twenty years ago, would have thought their intelligence forbade them to believe are now practising Catholics. Combism, the child of Dreyfusism, is to-day ineffective. From these pages, with their wealth of allusion, their admirable nutshell reviews of every department of the national life, their acute deductions and parking epigrams, there rises a vision of historic France in her noblest mood, restored, after much tribulation and many mistakes, to a new sanity, a new purpose, a new steadfastness. "France Herself Again" is a wonderful vision, and a vision which every day brings nearer complete fulfilment.

"Six Centuries of Painting."

Mr. Randall Davies opens his "Six Centuries of Painting" (T. and E. Jack) with Cimabue and closes it with Whistler. Nowadays the one end is as orthodox as the other, but Mr. Davies does not forbear on that account to tell one or two of the familiar stories of the neglect of Whistler. Less familiar, and far more startling, is the sentence he has dug out of the critical writings of Sir Charles



TO HIDE THE HORSE LINES FROM AIRMEN: STABLES IN A GERMAN CAVALRY CAMP.

In order to render it more difficult for the Russian airmen to discover the strength of the German cavalry camps in East Prussia, the roofs of the temporary stables in the horse lines are spread with straw and litter. This helps to make them resemble the surrounding ground, and gives the enemy airmen difficulty in realising details from overhead.

Photograph by Newspaper Illustrations.

Eastlake, once the Keeper of the National Gallery. It is a passage in which Sir Charles disposes of Rembrandt's "The Bath," in the Louvre, as "a very ugly and offensive picture," and explains exactly why it is so. Mr. Davies, with the help of many admirably chosen illustrations in colour, covers his ground with despatch and accuracy. In his narrative style, Mr. Davies drops into a kind of picturesqueness that does not really make a picture: "Let us now cross the Channel again," he says, towards the end of the volume, "and see what is going on there, in 1863. Evidently there is something on, or there would not be so much excitement. As we approach the capital we are aware of one name being prominent in the general uproar—that of Edouard Manet." That takes us back to an extinct French method of writing on artistic movements. The bulk of the book is, as we have suggested, sound; and the pictures are delightful.



OUR INDIAN TROOPS IN FRANCE: WOUNDED SEPOYS ROUND A CAMP FIRE.

The Indian contingent is largely made up of troops from Northern India—Pathans, Punjab Mahomedans, Sikhs, and Gurkhas—to whom cold is not unknown. The damp cold of North France is more trying than the dry cold of the Punjab and the Himalayan valleys, but it appears that our Indian soldiers are standing it well.—[Photograph by C.N.]

literature, the ineffectiveness (as he conceives it) and confusion of Chamber and Senate, the vulgarity of Republican officialism, the nonentity of the Presidency. There one traces the hand of the Royalist or the Imperialist—it is

restored, after much tribulation and many mistakes, to a new sanity, a new purpose, a new steadfastness. "France Herself Again" is a wonderful vision, and a vision which every day brings nearer complete fulfilment.

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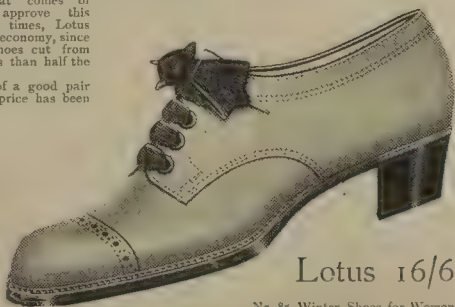
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PARLIAMENT.

THE House of Commons has during its November sittings rigorously abstained from partisan controversy. "This," said Mr. Asquith on Monday, "is not a proper time for dealing with any matter of domestic politics," and the view he thus expressed has been taken willingly by both sides. Practically the whole attention of the House has been devoted to the war and matters arising out of the war. A fine example of the surrender of party to patriotism was given by Mr. Austen Chamberlain when, with the approval of the leader of the Opposition, he accepted Mr. Lloyd George's invitation to co-operate with him in making the Budget proposals as workmanlike as possible. These proposals were not such as he himself would have submitted, but once they were laid before the House he consented, without prejudice to his own views, to resume the Treasury consultations which proved so useful at the outbreak of the war. By this proceeding the path of the Finance Bill was set free from difficulties which might have hindered its progress, and Unionists, as a rule, reserved their objections to Liberal finance till a more opportune occasion. A vast number of questions concerning matters of War Office administration were addressed to the Under-Secretary, Mr. Tennant, whose courtesy has proved unflinching and whose style has become more facile with practice. Criticism of various departments was, meanwhile, not neglected when called for, and was most effectively applied to the Press Censorship, Mr. Bonar Law insisting on the right of every newspaper and every person to attack any member of the Government who might be doing his work inefficiently. The idea of an arbitrary censorship was dispelled by the traditional attitude of the Commons. Peers also exerted themselves in the public welfare by calling attention to the danger of alien enemies in the United Kingdom. On this subject they did their utmost to disturb the "complacency" which was found in the Home Secretary and to keep the authorities on the alert. Mr. Wedgwood, wearing khaki, raised in the Commons the subject of the duties of civilians in the event of invasion. The Home Secretary had stated that emergency committees were being formed in districts exposed to possible raids,

with a view to issuing instructions. Parliament has, indeed, so far in the present session, proved itself before all else a Parliament of Public Safety.



READY FOR WINTER AS WELL AS THE GERMANS: IN ONE OF THE FRENCH HUT CAMPS IN THE VOSGES.

Winter began unusually early in the Vosges hill districts of Alsace and Lorraine, along the French north-eastern frontier, where heavy snow has fallen. For some time past the French troops occupying the reserve camps in that quarter to support the corps at the front have been huddled in extemporised barracks constructed of forest timber cut on the spot.

Photograph by Maurice.



WINTER QUARTERS FOR OUR ALLIES IN NORTHERN FRANCE: INFANTRY HUTS IN ONE OF THE FRENCH CAMPS.

In Northern France the French regiments of the supporting corps, posted in rear of the actual fighting line, are mostly being put in temporary winter quarters owing to the premature inclemency of the season. The huts are being built by the soldiers themselves: hastily run-up structures with wattle or basket-work framed walls and thatched roofs, capable of affording fair shelter against the weather.—[Photograph by C.N.]

THE PLAYHOUSES.

"OUR BOYS," AT THE VAUDEVILLE

"OUR BOYS" may have taken on a look of age during forty years, but the play which brought such wonderful luck to its mid-Victorian author, H. J. Byron, is still alive, if only by virtue of its portrait of the Buttermann. We have all met Mr. Middlewick, so uncertain with his aitches, so *mal à propos* with his phrase, so genial in his homely common-sense and inoffensive vulgarity. His dress, his manners, even his jargon may have changed, but the type remains, as amusing and as endearing as ever. In the revival so appropriately arranged at the Vaudeville the management have selected just the right actor for the Buttermann in Mr. Arthur Williams. A comedian of the ripe old school, who knows how to prepare and deliver his points, Mr. Williams never misses a chance of legitimate humour. His ease is as welcome as his thoroughness. David James can hardly have been a much better Mr. Middlewick. Almost as rich and uncompromising a performance is Miss Sydney Fairbrother in the rôle of that terror of a kitchen-maid, Belinda, and capital work is done by Mr. Malcolm Cherry as the younger Middlewick. In this time of revivals, "Our Boys" ought to be able to add to the numbers of its unique run.

"CE BON MONSIEUR ZOETEBECK," AT THE CRITERION.

Brussels transferred to London—that is what you will say of the company and of the play now to be seen at the Criterion, and as merry, both of them, as though they were still—hélas!—in a non-German Brussels. You will heave a sigh, let us hope, for gallant King Albert and his heroes in the field, and then you will settle down to the enjoyment of a piece which is as taking as that other Belgian story to which our adapters not long ago gave a Welsh setting. Papa Zoetebeek, with his love of societies at which he presides, with his yearning for the ribbon of honour, is as much a character of his country as Beulemans, and the troubles into which his ambition led him provide the most piquant of comedies. In the cast are M. Van Roy Libeau, part-author, filling the title-rôle; Mme. Dilis Beersmans as Zoetebeek's wife; Mlle. Ninon Dave, and our own Miss Daisy Thimm—all acting delightfully.

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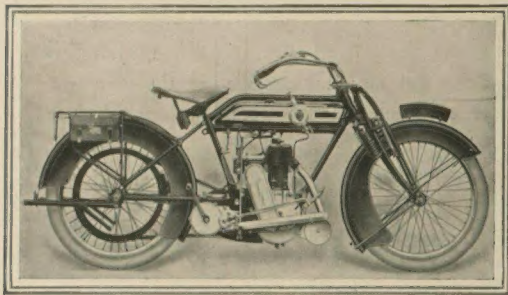
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THE CHRONICLE OF THE CAR.

Shock-Absorbers. Looking through a catalogue of motor accessories the other day, I discovered a new shock-absorber, which of itself was not, perhaps, wonderful but for the fact that it is styled the M.J. Now for some years there has been another device for lessening the big jolts of the road called the J.M.—consequently, for the moment I wondered if this was a case of a "printer's error." This, however, was not a mistake, as the M.J. Spring Controller (to give its full title) has been specially



A ROVER IDEAL MODEL FOR 1915: THE 3½-H.P. SINGLE-SEATER MOTOR-BICYCLE WITH RE-DESIGNED ENGINE.

The Rover Company intend for 1915 to continue the manufacture of only one model—a 3½-h.p. single-cylinder 85 by 88 bore and stroke, with an engine re-designed in certain small parts to make the machine more powerful and efficient than even their 1914 model.

devised for the cars that have adopted the cantilever springing, such as the Rolls-Royce, Lanchester, Daimler, Siddeley-Deasy, and Wolseley. The more flexible the springing of a car is, the more the passengers feel the effects when the car passes over a ridge or deep hollow in the road, and so shock-absorbers of various kinds have been produced to lessen and check the rebound of the main springing due to the effect of these inequalities. It is one of the peculiarities of the motor industry that, when any defect is remedied, sure enough another new one is discovered. So thus we progress. In this particular instance, when the springing of cars generally was much improved, it was discovered that, while the extra long springs now fitted on cars gave excellent results for easy travelling over lumpy roads, they at the same time increased the minor road shocks that the old stiffer springs had not discovered to exist. Consequently, the shock-absorber became a new accessory to counteract these minor shocks to the passenger's system. The war, too, has proved their value over roads torn by shells and heavy traffic—so much so that the latest ambulances being sent to France should all be

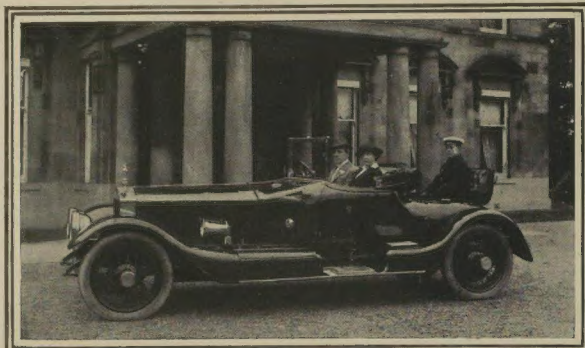
fitted with the easiest of easy springs, shock-absorbers, and solid tyres. This latter detail may perhaps surprise the modern motorist, but it must be remembered that motor-ambulances are not required to travel faster than from eight to twelve miles an hour, and that, when loaded with four stretchers carrying wounded soldiers, it is most difficult to change a tyre. Those motorists who have been to the front in the Red Cross service all agree that solid tyres with good springing and shock-absorbers will save them one worry—tyre trouble—and a most important trouble too. At the slow rate of travel it is impossible to distinguish whether a car is on solid tyres or pneumatics, under war-service conditions, as regards the comfort of the passengers, so one can easily comprehend the desire for lessening any cause of stoppage and extra labour in a service that is working day and night with little or no rest.

Light Car Rally. I really must congratulate the Cycle-car Club and the officials upon the excellent attendance of cars at their rally at Hatfield last Saturday. Over 200 cars turned up of all sorts and descriptions, of which 79 were model 1915 cars paraded for the "appearance" prize. I saw 27 different makes of these "baby" motor-cars, and was rather sorry I was not one of the judges, as I should have endeavoured to prevent more than one award going to any one maker's goods. As it was, the Hatfield appearance prizes were awarded: first prize, Mr. George Hands's 10-h.p. two-seater Calthorpe; second prize to another Calthorpe with a coupé body; and the third prize to Mr. Martin's 10-h.p. Singer. I have no quarrel with the official decisions except I think they might have given another maker an award in place of two to one firm, though the cars themselves thoroughly merited recognition. It was quite a good little "show," and the public were busy asking prices and particulars, with (let me hope) the idea of giving orders. The 79 cars on show made a brave display as they stood all ranged round the paddock adjoining the old Red Lion Hotel, and gave the spectators an illustration of their road powers as they started off in procession to Burford Bridge, where they were to be quartered for the night, and a similar parade on last Sunday. Prices ranged from £90 to £210; while horse-powers were from 5-h.p. to 10-h.p.; and two-seaters, three-seaters, four-seaters, coupés, and tiny van bodies represented the variety

of coach-work fitted on the chassis. Some of the tiny cars *de luxe*, such as the Calthorpe coupé, really conveyed to the onlookers how much progress the so-called cycle-cars had made during the past two years of their existence, and how, in fact, they were really miniature motor-cars proper and had long shed the "cycle" touch in their design and manufacture.

On the Sunday at Burford Bridge there was a still greater attendance of cars and public to inspect them. There the judges—Dr. Low, Mr. T. W. Loughborough, and Mr. W. Cooper—awarded the prizes for "novelty" in the 1915 models. The first prize was gained by the Horstmann 10-h.p. car for its horizontal engine, valves with their long tappet-rods well enclosed, and a "kick" engine-starter from the driver's seat. It was quite a neat turn-out, too. The second prize fell to the "Old Mill" for its springing arrangements and a "pull" strap engine-starter, which seemed quite efficient, also worked from the driver's seat. This, like the first-prize winner, was another London-built car. The provinces claimed the third award, gained by the Kennedy from Leicester, a very light little machine with rubber-belt drive to each of the rear wheels, taken outside the chassis. Its springing and one or two other details gained its ribbon. With its radiator it looked rather like a Sizaire on a miniature scale.

Greater still was the attendance at the Sunday afternoon parade at The Hut, Wisley, when the Morgan three-wheeler gained the prize for the greatest distance the car travelled to the rally—namely, Bath. W. W.



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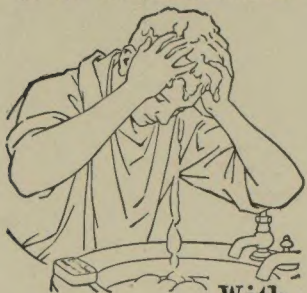
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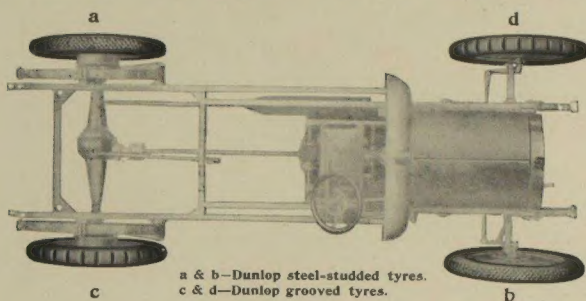
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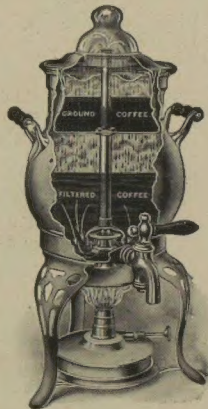
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